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SOURCE Soviet newspapers as indicated.

TRANSPORTATION FACILITIES IMPROVED;
OPERATION OF FAR EASTERN RAILROAD CRITICIZED

LENINGRAD GETS NEW TAXIS -- Leningradskaya Pravda, No 62, 16 Mar 49

The first 20 Pobeda taxis for the taxi fleet of the Administration of Automobile Transport, under the Executive Committee of the Leningrad Municipal Soviet, have arrived from Gor'kiy. As more of these taxis arrive, they will replace the slower and less comfortable DKW taxis now in use.

LENINGRAD TO GET NEW TROLLEY BUSES -- Leningradskaya Pravda, No 65, 19 Mar 49

Ten new 65-passenger trolley buses will be put into operation shortly in Leningrad. They will be delivered from Moscow. Twenty Leningrad trolley buses will be overhauled and painted. Daily passenger volume on Leningrad's trolley buses is now 240,000 persons.

ARMENIAN SSR EXPANDS BUS SERVICE -- Kommunist, No 58, 31 Mar 49

The Ministry of Automobile Transportation, Armenian SSR has announced the spring-summer schedule for buses. The number of intermediate stations has been increased, and special buses will be detailed for passenger traffic.

New regular routes this year will be: Yerevan-Martuni-Basargechar; Mikcyan-Baraciny; Sisian-Basarchay; and Sisian-Jakhichevan.

On many routes old freight-passenger machines will be replaced by buses. With the beginning of regular passenger traffic 20 new GAZ-AA buses will be put into operation.

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**BRIDGE-BUILDING TRUST INCREASES ACTIVITY -- Leningradskaya Pravda, No 41,
19 Feb 49**

"Lenmostostroy" (Leningrad Bridge Building) Trust is doing extensive work on the construction of new city bridges and the capital repair of old ones.

Dismantling of the Semenovskiy Bridge across the Fontanka River will start soon. This was one of the first bridges in Russia to be constructed from wrought iron and it is almost 90 years old. The bridge will undergo capital reconstruction.

Construction of a new one-span bridge has been started on Krestovskiy Island over the Chukhonka River. For the first time in Leningrad, hollow steel pipes, 250-400 millimeters in diameter, are being used in place of the usual piles. It is planned to complete the bridge early in March.

The construction of the new nine-span Gutuyevskiy Bridge across the Yekateringofka River is also under way.

RIGA BRIDGE UNDER REPAIR -- Sovetskaya Latviya, No 39, 17 Feb 49

Repair work on the Valdemarskiy Bridge in Riga is in full swing. The lower flooring of the bridge will be partially replaced and the upper flooring, completely. Sidewalks are being laid and the abutments are being reinforced. Bridge workers have pledged to complete the repairs and open the bridge ahead of schedule.

UZBEKS BUILD NEW BRIDGES -- Pravda Vostoka, No 33, 18 Feb 49

Construction has been started on a new reinforced-concrete bridge, 50 meters long, over the Sanzar River in Dzhizakskiy Rayon, Uzbek SSR. The bridge will be opened in the second half of 1949.

Plans have been drawn for the construction of a reinforced-concrete bridge over the Khan Reservoir in the city of Chirchik. Construction is to be started soon.

LENINGRAD SPEEDS FREIGHT-CAR TURNOVER -- Leningradskaya Pravda, No 63, 17 Mar 49

Railroad workers of the Leningrad Trunk Line have succeeded in shortening the time required for the freight-car turnover by 1½ hours.

PYARNU TO GET RAILROAD STATION -- Sovetskaya Estoniya, No 65, 19 Mar 49

A new railroad station has been approved for Pyarnu, Estonian SSR. The station will have an enclosed volume of 5,500 cubic meters; 1,300,000 rubles have been allocated for its construction.

FREIGHT-HAULING PLAN EXCEEDED -- Tikhookeanskaya Zvezda, No 40, 18 Feb 49

Locomotive engineers of the In Station hauled more than 100 heavily-loaded trains in January and considerably exceeded the quota by hauling 7,840 tons of freight above the plan. The average speed, excluding stops was exceeded in January by 2.7 kilometers.

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FAR EASTERN RAILROAD SYSTEM LAGS -- Tikhookeanskaya Zvezda, No 31, 8 Feb 49

Operation of the Far Eastern Railroad System in January 1949 was much worse than in December 1948. The loading plan was fulfilled only 98 percent; the unloading plan, 82.8 percent; departure of trains on schedule, 76.6 percent; and running of trains 67.7 percent. The time allowed for railroad-car turnover exceeded the established time by 9 percent.

The Muli Section (chief, Stel'machenko), in particular, has been lagging. Directors of this section have made no effort to handle the increasing flow of freight. When the mass movement of trains began in the beginning of January, the locomotive park in Muli was not ready, and the rolling stock was delayed a long time in the dispatching stations.

The Bikin, Khabarovsk, and Komsomol'sk sections have permitted extreme idleness of railroad cars in loading and unloading operations, in marshalling yards, and in field stations. The following main stations of the System failed to fulfill the January plan for freight handling: Khabarovsk Station No 2, Komsomol'sk, Bikin, and Obluch'ye.

Directors of the Far Eastern System, primarily Fedenev, chief of the Traffic Service and Semenov, chief of the Freight Service, must take measures to improve the organization of the System and to speed railroad-car turnover.

Tikhookeanskaya Zvezda, No 38, 16 Feb 49

Freight-handling operations in stations on the Far Eastern Railroad System have been improving somewhat. Khabarovsk Station No 2, Pivan', Khungari, Muli, Tunmin and Sovgavan' (Sovetskaya Gavan') Stations exceeded the loading and unloading plan in the first half of February and decreased idleness of cars in freight operations..

An entirely different situation persists in the main sections of the system, in the Obluch'ye, Komsomol'sk and Bikin Sections. Cars are allowed to remain idle for twice the scheduled time periods in the Komsomol'sk, Obluch'ye, Vyazemskaya, and Litovka stations, Birobidzhan Station No 1, and Volochayevka Station No 2. Freight handling is particularly unsatisfactory at the Komsomol'sk Station. Idleness of the rolling stock at the "Amurstal" Plant siding exceeded the schedule by 1,780 car-hours. Cars arriving at the station are delayed for days before reaching the siding.

Loading is particularly slow on the Oborskaya Railroad [not listed in any available Soviet timetables]. The time for railroad-car turnover exceeded the schedule almost 100 percent in January and the first 10 days in February, with the result that the operation of the Khabarovsk Section is being slowed down and transport of wood from the Oborskoye Timber Management is delayed.

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